

MEMORANDUM FOR: Robert M. Gates
Deputy Director for Intelligence

The attached letter and enclosure for Larry Brady at Commerce responds to his request for a "short analysis" of Soviet production, use and exports of ZIL and KAMAZ trucks to help him make a decision on US export policy with respect to these two truck plants.

We understand that Brady believes that ZIL and KAMAZ produce armored combat vehicles. We have no such evidence, although both manufacture trucks for the military.

ON FILE DEPARTMENT OF COMMERCE
RELEASE INSTRUCTIONS APPLY

Date 15 April 1982

CONFIDENTIAL

Central Intelligence Agency

DDI-

2804-82/1



Washington, D. C. 20505

20 APR 1982

The Honorable Lawrence J. Brady
Assistant Secretary for Trade Administration
Department of Commerce
Washington, D. C. 20230

Dear Larry:

The attached is in response to the questions raised in your letter of 5 April 1982 on Soviet production and exports of ZIL and KAMAZ trucks. We have attached the lowest possible classification to each of our answers consistent with protection of sources and methods.

25X1

Should you need any further assistance, please let me know.

25X1

Sincerely,

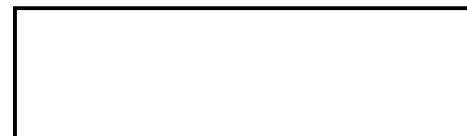


25X1

Robert M. Gates
Deputy Director for Intelligence

Attachment:
As stated. (S NF)

SOVA-M-82-10061



25X1

CONFIDENTIAL

SECRET

25X1

MILITARY TRUCK PRODUCTION BY THE KAMA RIVER AND ZIL PLANTS

Question: "What percentage of total production at Kama River and ZIL is devoted to military vehicles?"

Answer: Our latest estimate for Soviet truck production is for 1980. There are few Kama trucks currently going to the military. We estimate that the Kama River Plant (KAMAZ) produced approximately 72,000 trucks of which only about 2,000 were for military customers -- about 3 percent. The ZIL plant, on the other hand, produces more trucks for the military than any other Soviet truck plant -- about 69,000 or more than one-third of the estimated total output of 205,000 in 1980. [REDACTED]

25X1

Question: "What types of military vehicles are produced?"

Answer: The KAMAZ and ZIL plants produce a variety of trucks and truck-tractors for both the military and civilian sectors. Public statements to the contrary, however, we have no conclusive proof that either plant produces armored combat vehicles such as tanks, armored personnel carriers and infantry fighting vehicles. [REDACTED]

25X1

In general, Soviet military trucks are designed as specialized versions of proven commercial models. Most military trucks are introduced after their commercial counterparts have entered production and are often manufactured on the same assembly lines. They have many of the same parts and components as commercial models, but military trucks are subjected to more stringent standards of quality control. [REDACTED]

25X1

The KAMAZ family of diesel-powered trucks includes the 5320 general cargo truck and the 5410 truck-tractor. Both are general purpose highway vehicles. Some 5320 and 5410 models are used by the Soviet military in transport units. KAMAZ also produces an all-wheel drive version of the 5320 model for the military -- the KAMAZ-4310. [REDACTED]

25X1

The ZIL plant currently produces the gasoline-powered 130, 131, 133 models and possibly the diesel-powered Model 169 truck, the latter to replace the 130. The ZIL-130 and 133 are basically commercial highway vehicles -- both in general cargo and truck-tractor variants. Some are used by the military in rear-support areas. The ZIL-131 is an all-wheel drive, general purpose cargo truck made primarily for tactical use by the military. It fills a variety of roles which include the towing of artillery pieces, the transporting and loading of SA-3 missiles, and on-site support for maintenance, command and communications. The ZIL-131 chassis is also used to carry a 40-round, 122-mm multiple rocket launcher. [REDACTED]

25X1

Some Soviet truck plants produce parts or components for other plants. The KAMAZ engine plant, for example, produces engines for the Ural Truck Plant's new 4320 military truck in addition to manufacturing diesels for its

SOVA-M-82-10061

SECRET

25X1

SECRET

25X1

own vehicles. ZIL also produces and ships components to the Bryansk Truck Plant for final assembly of its ZIL-135 military truck — a truck used as a rocket transporter-erector-launcher and resupply vehicle for the FROG-7. Another version of the ZIL-135 carries the 16-tube, 240-mm multiple rocket launcher. ZIL, moreover, is the leading Soviet design facility for both civilian and military trucks.

25X1

Question: "What is the ultimate destination for these vehicles? ie., Soviet Military, Eastern Europe."

Answer: Commercial and military versions of KAMAZ and ZIL trucks are deployed with Soviet forces, including those in Afghanistan, and are exported to Third World nations. Small numbers of KAMAZ and ZIL trucks are supplied to several East-European countries, primarily for civilian use. Most of these countries manufacture and use their own trucks for commercial and military uses.

25X1

ZIL and, to a lesser extent, KAMAZ trucks are sent to many Third World countries having trade with or receiving military assistance from the Soviet Union. Specifically, large numbers of ZIL trucks have been reported to be in the Middle East and Africa including Egypt, Libya, Tanzania and Angola. Vietnam has also obtained large numbers of ZIL vehicles and possibly a few KAMAZ trucks as well. We believe that relatively few KAMAZ trucks are exported. The Soviets will want to fulfill their own needs for these technologically superior trucks before large shipments are made to other countries.

25X1

Question: "Is there any evidence that these military vehicles are being shipped to Cuba and/or Central America?"

Answer: The Cubans have received and are continuing to receive large numbers of Soviet military and commercial trucks including the ZIL-130 and 131 models, as well as a small number of KAMAZ vehicles. We have hard evidence that both Soviet and East European trucks have been exported to the Caribbean, Central and South America, including Nicaragua. We have a strong suspicion, but do not have conclusive proof that these shipments include ZIL trucks.

25X1

25X1

SOVA-M-82-10061

SUBJECT: Military Truck Production by the Kama River and ZIL Plants

Distribution:

Orig - Addressee

- 1 - ED/DCI
- 1 - SA/IA/DCI
- 1 - DDI (chrono)
- 1 - ADDI
- 1 - DDI/AS
- 1 - DDI/SRP
- 1 - DDI Registry
- 1 - OSWR/TTAC
- 1 - OGI/GD/IT
- 1 - OGI/IID/ATA
- 1 - OIA/LFD
- 5 - OCPAS/IMD/CB
- 2 - D/SOVA
- 1 - SOVA/EA
- 1 - SOVA/CS
- 1 - SOVA/PA
- 1 - SOVA/SE
- 1 - SOVA/SF
- 1 - SOVA/TF
- 1 - SOVA/DI
- 2 - SOVA/DI/HI
- 1 - DDEIPES

SOVA/DI/HI

[REDACTED]
[REDACTED] (15 Apr 1982)

25X1

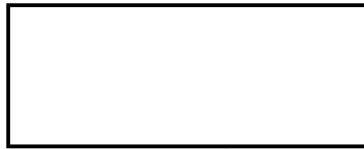
25X1

CONFIDENTIAL

April 6, 1982

NOTE FOR: EO/SOVA

John
Evan would like you to prepare a response to the attached Brady correspondence. Please make your response in the form of a letter for the DDI's signature. We will need this in final form to send out on 21 April, so assign your due dates for the draft accordingly. Please attach a covering memo from D/SOVA to the DDI explaining what the request is all about. Thanks.



DDI Action Officer

STAT



UNITED STATES DEPARTMENT OF COMMERCE
International Trade Administration
Washington, D.C. 20230

5 APR 1982

CONFIDENTIAL

Mr. Robert Gates
Deputy Director for Intelligence
Central Intelligence Agency
Washington, D.C. 20505

Dear Bob:

This office is currently reviewing the U.S. export policy with regard to the Kama River and Zil truck plants located within the Soviet Union. The use of these supposedly civilian plants for the production of military vehicles has led us to expand foreign policy controls affecting trade of U.S.-origin equipment to these plants.

This temporary order expires on 1 May 1982, and I must make a decision prior to that date as to whether the restrictions should be made permanent. Therefore, I request a short analysis from you answering the following questions:

What percentage of total production at Kama River and Zil is devoted to military vehicles?

What types of military vehicles are produced?

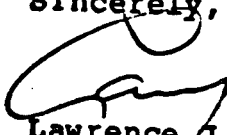
What is the ultimate destination for these vehicles? ie., Soviet military, Eastern Europe.

Is there any evidence that these military vehicles are being shipped to Cuba and/or Central America?

I regret the short suspense required, but I need a response by 21 April to enable the Department to make a determination by 1 May 1982.

Thank you for your cooperation.

Sincerely,


Lawrence J. Brady
Assistant Secretary
for Trade Administration

CONFIDENTIAL

ORIGINAL CL BY 013365
☐ DECL ☒ REVW ON 5 APR 88
EXT BYND 6 YRS BY
REASON

